

Belvedere:
Jerry Butler

March 24, 2005

Corte Madera:
Melissa Gill

TO: Transportation Authority of Marin Commissioners

Fairfax:
Lew Tremaine

RE: Regional Measure 2 Project Allocation for Sir Francis Drake Boulevard Widening Construction, Request for Caltrans to Construct Project – Agenda Item 5

Larkspur:
Joan Lundstrom

Dear Commissioners:

Mill Valley:
Dick Swanson

On July 22, 2004, TAM approved the first allocation request for Regional Measure 2 (RM2) funds to hire a project manager and to begin work on the environmental document for the Highway 101 Greenbrae Interchange Corridor project. The project manager starts at the end of this month.

Novato:
Pat Eklund

Ross:
Tom Byrnes

Recently, Caltrans and the City of Larkspur contacted staff and suggested there is an opportunity to add the RM2 Sir Francis Drake widening project as a construction change order to Segment 2 (Corte Madera Creek) of the Marin 101 HOV Gap Closure project. Construction is scheduled to be complete this summer.

San Anselmo:
Peter Breen

San Rafael:
Al Boro

The City of Larkspur has completed the environmental process for the Sir Francis Drake widening and is currently preparing construction plans. Caltrans has offered an expedited plan review. Staff has coordinated with MTC for allocation at the April 13th meeting of the Planning and Allocation Committee, and the April 27th meeting of the Commission.

Sausalito:
Amy Belser

Tiburon:
Alice Fredericks

Recommendation

County of Marin:
Susan Adams
Hal Brown
Steve Kinsey
Charles McGlashan
Cynthia Murray

1. Adopt the attached resolution affirming the Updated Initial Project Report and authorizing the Executive Director to request a FY04/05 allocation.
2. Direct staff to send the attached letter to Caltrans requesting the project be added to the Marin 101 HOV project.

Sincerely,

Craig Tackabery
Executive Director

Attachments: Resolution No. 2005-02
Initial Project Report Updated March 24, 2005
March 24, 2005 letter to Jit Pandher

TAM RESOLUTION NO. 2005-02

**RM2 IMPLEMENTING AGENCY RESOLUTION OF PROJECT COMPLIANCE
IMPLEMENTING AGENCY: TRANSPORTATION AUTHORITY OF MARIN**

Project Title: U.S. 101 Greenbrae Interchange / Larkspur Ferry Access Improvements

Whereas, SB 916 (Chapter 715, Statutes 2004), commonly referred as Regional Measure 2, identified projects eligible to receive funding under the Regional Traffic Relief Plan; and

Whereas, the Metropolitan Transportation Commission (MTC) is responsible for funding projects eligible for Regional Measure 2 funds, pursuant to Streets and Highways Code Section 30914(c) and (d); and

Whereas, MTC has established a process whereby eligible transportation project sponsors may submit allocation requests for Regional Measure 2 funding; and

Whereas, allocations to MTC must be submitted consistent with procedures and conditions as outlined in Regional Measure 2 Policy and Procedures; and

Whereas, Transportation Authority of Marin is an eligible sponsor of transportation project(s) in Regional Measure 2, Regional Traffic Relief Plan funds; and

Whereas, the U.S. 101 Greenbrae Interchange / Larkspur Ferry Access Improvements is eligible for consideration in the Regional Traffic Relief Plan of Regional Measure 2, as identified in California Streets and Highways Code Section 30914(c) or (d); and

Whereas, the Regional Measure 2 allocation request, attached hereto in the Initial Project Report and incorporated herein as though set forth at length, lists the project, purpose, schedule, budget, expenditure and cash flow plan for which Transportation Authority of Marin is requesting that MTC allocate Regional Measure 2 funds; and

Resolved, that on March 2, 2004, the Marin County Board of Supervisors created the Transportation Authority of Marin by Resolution No. 2004-21, pursuant to Section 180050 of the California Public Utilities Code ("PUC"). As required by California PUC Section 180051(a) and California Government Code Section 65089(a), a majority of City and Town Councils of Marin County, representing a majority of the incorporated population of Marin, have concurred on the membership of the Transportation Authority of Marin and designated the Transportation Authority of Marin as the Congestion Management Agency for Marin County.

Resolved, that Transportation Authority of Marin, and its agents shall comply with the provisions of the Metropolitan Transportation Commission's Regional Measure 2 Policy Guidance (MTC Resolution No. 3636); and be it further

Resolved, that Transportation Authority of Marin certifies that the project is consistent with the Regional Transportation Plan (RTP).

Resolved, that the year of funding for any design, right-of-way and/or construction phases has taken into consideration the time necessary to obtain environmental clearance and permitting approval for the project.

Resolved, that the Regional Measure 2 phase or segment is fully funded, and results in an operable and useable segment.

Resolved, that Transportation Authority of Marin approves the Updated Initial Project Report, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin approves the cash flow plan, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin has reviewed the project needs and has adequate staffing resources to deliver and complete the project within the schedule set forth in the updated Initial Project Report, attached to this resolution; and be it further

Resolved, that Transportation Authority of Marin is an eligible sponsor of projects in the Regional Measure 2 Regional Traffic Relief Plan, Capital Program, in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that Transportation Authority of Marin is authorized to submit an application for Regional Measure 2 funds for U.S. 101 Greenbrae Interchange / Larkspur Ferry Access Improvements in accordance with California Streets and Highways Code 30914(c); and be it further

Resolved, that Transportation Authority of Marin certifies that the projects and purposes for which RM2 funds are being requested is in compliance with the requirements of the California Environmental Quality Act (Public Resources Code Section 21000 et seq.), and with the State Environmental Impact Report Guidelines (14 California Code of Regulations Section 15000 et seq.) and if relevant the National Environmental Policy Act (NEPA), 42 USC Section 4-1 et. Seq. and the applicable regulations thereunder; and be it further

Resolved, that there is no legal impediment to Transportation Authority of Marin making allocation requests for Regional Measure 2 funds; and be it further

Resolved, that there is no pending or threatened litigation which might in any way adversely affect the proposed project, or the ability of Transportation Authority of Marin to deliver such project; and be it further

Resolved that Transportation Authority of Marin indemnifies and holds harmless MTC, its Commissioners, representatives, agents, and employees from and against all claims, injury, suits, demands, liability, losses, damages, and expenses, whether direct or indirect (including any and all costs and expenses in connection therewith), incurred by reason of any act or failure to act of Transportation Authority of Marin, its officers, employees or agents, or subcontractors or any of them in connection with its performance of services under this allocation of RM2 funds. In addition to any other remedy authorized by law, so much of the funding due under this allocation of RM2 funds as shall reasonably be considered necessary by MTC may be retained until disposition has been made of any claim for damages, and be it further

Resolved, that Transportation Authority of Marin shall, if any revenues or profits from any non-governmental use of property (or project) that those revenues or profits shall be used exclusively for the public transportation services for which the project was initially approved, either for capital improvements or maintenance and operational costs, otherwise the

Metropolitan Transportation Commission is entitled to a proportionate share equal to MTC's percentage participation in the projects(s); and be it further

Resolved, that assets purchased with RM2 funds including facilities and equipment shall be used for the public transportation uses intended, and should said facilities and equipment cease to be operated or maintained for their intended public transportation purposes for its useful life, that the Metropolitan Transportation Commission (MTC shall be entitled to a present day value refund or credit (at MTC's option) based on MTC's share of the Fair Market Value of the said facilities and equipment at the time the public transportation uses ceased, which shall be paid back to MTC in the same proportion that Regional Measure 2 funds were originally used; and be it further

Resolved, that Transportation Authority of Marin shall post on both ends of the construction site(s) at least two signs visible to the public stating that the Project is funded with Regional Measure 2 Toll Revenues; and be it further

Resolved, that Transportation Authority of Marin authorizes its Executive Director to execute and submit an allocation request for work projected to be in FY 04/05, for the construction phase of the Sir Francis Drake Boulevard widening project, in the amount of \$330,000, for the, purposes and amounts included in the project application attached to this resolution; and be it further

Resolved that the Executive Director is hereby delegated the authority to make non-substantive changes or minor amendments to the IPR as he/she deems appropriate.

Resolved, that a copy of this resolution shall be transmitted to MTC in conjunction with the filing of the Transportation Authority of Marin application referenced herein.

PASSED AND ADOPTED at a regular meeting of the Transportation Authority of Marin held on the 24th day of March 2005, by the following vote:

AYES:

NOES:

ABSENT:

Chair, Transportation Authority of Marin

ATTEST:

Craig Tackabery, Executive Director

Regional Measure 2

Initial Project Report (IPR)

U.S. 101 Greenbrae Interchange / Larkspur Ferry Access Improvements

Updated March 24, 2005

INITIAL PROJECT REPORT

RM-2

PROJECT INFORMATION

Project Title

Marin U.S. 101 Greenbrae Interchange/Larkspur Ferry Access Improvements.

A portion of which is MRN030003 (TIP Id) for the Cal-Park Hill Tunnel Rehab & Class 1 Bikeway Imp.

Project Sponsor / Implementing Agency

The above project is composed of four independent individually functional elements as follows:

- 1) Sir Francis Drake Blvd widening, sponsored by the Transportation Authority of Marin (TAM) and to be implemented by the Caltrans,
- 2) Hwy 101 Greenbrae Interchange Corridor from south of Tamalpais Dr. to Sir Francis Drake Blvd. Improvements including constructing Wornum Interchange to replace a number of existing hook ramps, sponsored by the Transportation Authority of Marin and implemented by Caltrans,
- 3) California Park Hill Tunnel Rehabilitation and Class 1 Bikeway, sponsored by the Transportation Authority of Marin and implemented by Marin County.
- 4) Central Marin Ferry Access Improvements, sponsored by the Transportation Authority of Marin, the lead implementing agency is undetermined at present.

The Transportation Authority of Marin will be the responsible agency in conjunction with the respective lead agencies for delivering the RM-2 funded portions and seeking RM-2 funding allocations.

Detailed Project Description

Each of the independent projects and their utility are described below:

- 1) Sir Francis Drake Blvd widening - This project is to widen westbound Sir Francis Drake Blvd from roughly the entrance/exit from the Golden Gate Bridge, Highway and Transportation District Larkspur Ferry Terminal to the northbound U.S. 101 ramps. The City of Larkspur has longstanding desires to widen the two existing westbound through lanes to three lanes on Sir Francis Drake Blvd. The City already invested about \$100,000 to remove a railroad trestle that was the primary constraint to this widening last year after the structure was hit by a crane.
- 2) U.S. 101 Greenbrae Interchange Corridor from south of Tamalpais Dr. to Sir Francis Drake Blvd. - This project is to construct a full service diamond interchange at Wornum Way to replace a number of nonconforming hook ramps on both sides of the highway, which will eliminate the need for northbound traffic entering the highway at Industrial Way to have to exit and reenter the highway at Sir Francis Drake Blvd.
- 3) California Park Hill Tunnel Rehabilitation and Class 1 Bikeway - This project is to rehabilitate an old railroad tunnel and improve it and construct related pathway improvements to provide bicycle/pedestrian improvements to connect the San Rafael Transit Center in downtown San Rafael and the Larkspur Ferry Terminal in Larkspur.
- 4) Central Marin Ferry Access Improvements - This project is to provide a bicycle/pedestrian connection from Wornum Dr (east of Hwy 101) to the north side of Sir Francis Drake Blvd. This includes a crossing of Corte Madera Creek by a new bridge or possible widening of the U.S. 101 northbound off-ramp to the north side of Corte Madera Creek where the Larkspur Ferry Terminal is located, and a crossing of Sir Francis Drake Blvd to connect with the Cal Park tunnel and bikeway.

Collectively all of these projects will improve the operation of the Greenbrae interchange, which is a major access to the Richmond-San Rafael Bridge and provide multi-modal access to and from the Golden Gate Bridge Highway, and Transportation District's Larkspur Ferry terminal.

INITIAL PROJECT REPORT

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PROJECT DELIVERY

Impediments to Project Completion

This project, composed of four independent elements, is of great interest to local communities represented by the County of Marin, City of Larkspur and Town of Corte Madera, the Association of Bay Area Governments (the Central Marin Ferry Access connections complete a segment of the Bay Trail) and the bicycling community. The proposed improvements will require outreach to the affected communities. Since the interchange project crosses a navigable portion of the Corte Madera Creek, reviews and clearances will be required from: Coast Guard, Army Corp of Engineers, US Fish and Wildlife, Bay Conservation and Development Commission, and Cal Fish and Game. Due to the project location, crossing the Corte Madera Creek, it will also be of interest to the environmental communities. The coordination of any work with the U.S. 101 HOV Gap Closure project needs to be incorporated into this project's development to minimize any unnecessary delays and optimize traffic flow. The project may ultimately require exceptions to the interchange spacing standards, but this should not be a serious problem as the interchange spacing proposed is a significant improvement over the existing situation. At present no agency has indicated that they are prepared to assume the maintenance responsibility for the ultimate Ferry Access project, so the Transportation Authority of Marin has not developed a detailed implementation schedule for that particular work element.

Phase Status

Sir Francis Drake Blvd widening westbound Larkspur Landing Circle west to U.S. 101-The County of Marin, City of Larkspur and Golden Gate Bridge, Highway and Transportation District have been pursuing options, including signal interconnection and optimization and possible lane additions to reduce congestion of this segment over the last 14 years. **Environmental** A Notice of Exception was filed by the City of Larkspur on this project element July 23, 2003, funded by the City of Larkspur. **Design** Managed by the City of Larkspur. The plans are to be complete by the end of March, 2005, funded by the City of Larkspur. **Right-of-Way** No new right-of-way is required. **Construction** Construction will be scheduled to coincide with the U.S. 101 HOV Gap Closure project in Summer 2005.

Hwy 101 Greenbrae Interchange Corridor from south of Tamalpais Dr. to Sir Francis Drake Blvd. Improvements including Wornum Interchange For more than 15 years the County of Marin, Town of Corte Madera, City of Larkspur, and Golden Gate Bridge, Highway and Transportation District have pursued options, including bus HOV lanes and interchange studies to reduce congestion of this interchange. **Environmental** The interchange project will require an Environmental Impact Report to address the wetlands / habitat impacts and potential community concerns about reconfiguration of the Hwy 101 interchanges. **Design** The CH2M Hill design concept generally conforms to the design standards; a project study report is being prepared and is expected to be completed by December 2004. Following the preparation of an EIR from Feb 2005 to Jan, 2007 the PS&E would be drafted from Jan, 2007 to Oct, 2009. **Right-of-Way** Some right-of-way will be required for the Wornum interchange improvements, right-of-way acquisition would begin in July, 2007 and be complete and certified by May, 2009. **Construction** The construction of the new interchange will need to be carefully coordinated to minimize the disruption to the community.

California Park Hill Tunnel Rehabilitation and Class 1 Bikeway The County of Marin, as lead agency, has worked with the cities of Larkspur and San Rafael to pursue this element over the last 4 years. **Environmental** The County filed a CEQA Categorical Exemption and is preparing a NEPA mitigated Categorical Exemption to be filed in the next few months on the tunnel rehabilitation and bike path project. **Design** With the available project funds the County proceeded with the development of a 30% project design. **Right-of-Way** The major elements of the project are entirely within Golden Gate Bridge, Highway, and Transportation District owned right-of-way and they are amenable to the project. It is expected that an access easement will need to be acquired to connect the bike path from the railroad right-of-way to the public street. **Construction** The project is reopening of a partially collapsed tunnel that will have to address typical tunneling issues.

INITIAL PROJECT REPORT

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Central Marin Ferry Access Improvements The City of Larkspur initiated the Central Marin Ferry Study, in cooperation with Marin County and the Town of Corte Madera, Golden Gate Bridge, Highway, and Transportation District, and Caltrans. The City has completed an alternatives feasibility analysis, which identifies a preferred alternative route, and has asked the Transportation Authority of Marin to identify an implementing agency for the construction and maintenance phases of the project. **Environmental** The project contains a crossing of Corte Madera Creek and will likely require resource agency permitting. **Right-of Way** This project could largely be implemented in existing, publicly owned rights of way, or primarily in existing road rights-of-way with some smaller connections needing to be acquired. **Construction** A significant element of this project will be a bridge construction or widening project, depending on the alternative ultimately selected.

Operability

Each of the individual projects has independent operability considerations.

1. Sir Francis Drake Blvd widening – This will become part of the local roadway system maintained by the City of Larkspur with Gas Taxes
2. U.S. 101 Greenbrae Interchange Corridor from Tamalpais Dr. to Sir Francis Drake Blvd. Improvements including Wornum Interchange to replace a number of existing hook ramps – These improvements would primarily be maintained by the State through the SHOPP program, which is funded through Gas Tax.
3. California Park Hill Tunnel Rehabilitation and Class 1 Bikeway – This project will become part of the county bikeway system maintained by the Marin County Parks, Open Space and Cultural Affairs Department.
4. Central Marin Ferry Access Improvements – The maintenance will likely be provided by Caltrans and/or the appropriate City and County Parks Departments.

Project Delivery Milestones

1) Sir Francis Drake widening Phase-Milestone	Planned – Initial		Planned - Revised		Actual	
	Start Date	Completion Date	Start Date	Completion Date	Start Date	Completion Date
Environmental Document	1/31/05					7/23/03
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	1/31/05					7/23/03
Final Design - Plans, Specs. & Estimates (PS&E)	2/1/06	8/1/06	3/05	3/05		
Right-of-Way Activities /Acquisition (R/W)	4/1/06	8/1/06	3/05	3/05		
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	10/1/06	05/31/07	4/05	9/05		

INITIAL PROJECT REPORT

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2) Hwy 101 Greenbrae Interchange Corridor SFD to south of Tamalpais including Wornum Interchange Phase-Milestone	Planned – Initial		Planned - Revised		Actual	
	Start Date	Completion Date	Start Date	Completion Date	Start Date	Completion Date
Environmental Document	1/31/05	1/12/07				
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	1/31/05	2/1/06				
Final Design - Plans, Specs. & Estimates (PS&E)	1/16/07	10/19/09				
Right-of-Way Activities /Acquisition (R/W)	7/10/07	5/27/09				
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	7/7/10	11/21/13				

3) Cal Park Hill Tunnel Rehabilitation and Bike Path Phase milestone	Planned - Initial		Planned - Revised		Actual	
	Start Date	Completion Date	Start Date	Completion Date	Start Date	Completion Date
Environmental Document	Ongoing	5/31/04	Ongoing	11/31/04		
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	Ongoing	5/31/04	Ongoing	11/31/04		
Final Design - Plans, Specs. & Estimates (PS&E)	2/1/06	8/1/06	12/1/04	4/30/06		
Right-of-Way Activities /Acquisition (R/W)	4/1/06	8/1/06	4/1/05	4/30/06		
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	10/1/06	05/31/07				

4 A) Ferry Access phase A - Wornum to Corte Madera Creek at U.S. 101 Phase-Milestone	Planned – Initial		Planned - Revised		Actual	
	Start Date	Completion Date	Start Date	Completion Date	Start Date	Completion Date
Environmental Document	1/31/05	10/31/05				
Environmental Studies, Preliminary Eng. (ENV / PE / PA&ED)	1/31/05	2/1/06				
Final Design - Plans, Specs. & Estimates (PS&E)	9/1/05	3/1/06				
Right-of-Way Activities /Acquisition (R/W)	11/1/05	11/1/06				
Construction (Begin – Open for Use) / Acquisition / Operating Service (CON)	5/1/06	9/31/06				

4B) Ferry Access phase B, crossing the Corte Madera Creek and Sir Francis Drake Blvd not yet scheduled, since no agency has indicated they would be willing to assume responsibility for maintenance of the facility.

INITIAL PROJECT REPORT

RM-2

PROJECT BUDGET

Total Project Budget Information

Phase	Total Amount - Escalated - (Thousands)
Environmental Studies & Preliminary Eng (ENV / PE / PA&ED)	
Design - Plans, Specifications and Estimates (PS&E)	
Right-of-Way Activities /Acquisition (R/W)	
Construction / Rolling Stock Acquisition / Operating Service (CON)	
Total Project Budget (in thousands)	

Prior Expenditure Information

As required by RM-2 Legislation, provide funds expended to date for the total project. Provide both expenditure by Fund Source and Expenditure by Phase, with the date of the last expenditure, and any remaining balance to be expended.

Expenditures To-Date by Phase

Phase	Date of last Expenditure	Amount Expended to date (Thousands)	Balance Remaining To be Expended (Thousands)
ENV / PA&ED TAM & CT	7/04	\$149	\$50
PS&E Marin Co BTA	4/04	\$550	
R/W			
CON / Operating LRKSPR	6/03	\$25	
Total to date (in thousands)		\$724	\$50

Expenditures To-Date by Fund Source

Fund Source Expended to Date	Date of last Expenditure	Amount Expended to date (Thousands)	Balance Remaining To Be Expended (Thousands)
Larkspur funds for project element 1	3/05	\$150	\$50
Marin CMA funds for project element 2		\$99	
Calif Dept Trans PPM funds for project element 2	4/04	\$100	
Marin Co BTA & TE funds for project element 3	4/04	\$550	\$3,358
Marin 101 HOV Gap Closure BCDC ABAG Bay Trail mitigation for project element 4			\$400
Total to date (in thousands)		\$899	\$3,758

INITIAL PROJECT REPORT

RM-2

RM-2 FUNDING INFORMATION

RM-2 Funding Need

RM-2 Funding Expenditures

RM-2 Needs for Next Fiscal Year

RM-2 Expenditure Needs for Next Fiscal Year

RM-2 FY <u>05/06</u> Planned Expenditures	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Total FY <u>05/06</u> - Escalated -(Thousands)
ENV / PA&ED					
PS&E					
R/W					
CON / Operating					
Total (in thousands)					

FUNDING INFORMATION

OVERALL

TOTAL PROJECT - Committed Funding

The Greenbrae Interchange / Larkspur Ferry Access Improvements were being independently pursued prior to Regional Measure 2, and now have been almost fully funded through Regional Measure 2. The only prior ongoing outstanding funding commitments are:

- A \$908,000 BTA grant for the Cal Park Hill Tunnel Rehabilitation and Bike Path,
- a \$3,000,000 TEA commitment to the Cal Park Hill Tunnel Rehabilitation and Bike Path,
- a \$400,000 Hwy 101 HOV Gap Closure commitment for the Central Marin Ferry Access project, and a \$100,000 PSR commitment by Caltrans to the Hwy 101 Greenbrae Interchange Corridor from Sir Francis Drake Blvd to Tamalpais Dr.

TOTAL PROJECT – Uncommitted Funding

The funding previously shown fully funds project 1, 2, 3, and 4 based on current preliminary cost estimates.

TOTAL PROJECT – Total Funding The full cost of the projects is:

RM-2 DELIVERABLE SEGMENT

GOVERNING BOARD ACTION

See attached resolution

CONTACT / PREPARATION INFORMATION

Contact information for this application is:

- Craig Tackabery, Transportation Authority of Marin Executive Director, (415) 499-6582, ctackabery@co.marin.ca.us, PO Box 4186, San Rafael, CA 94913
- Hamid Shamsapour, Larkspur Public Works Director, (415) 927-5017, hshamsapor@larkspurcityhall.org, 400 Magnolia Ave, Larkspur, CA 94939
- Debra Sue Johnson, Assistant Public Works Director, (415) 497-4624, djohnson@ci.corte-madera.ca.us, PO Box 159, Corte Madera, CA 94925
- Jit Pandher, Caltrans Project Manager, (510) 286-6425, Jit_Pandher@dot.ca.gov, P.O.Box23660, Oakland, CA 94623-0660

Initial Project Report
RM-2
Total Project
COMMITTED FUNDING PLAN
(Amounts Escalated in Thousands)

Project Title: Marin US 101 Greenbrae Interchange / Larkspur Ferry Access Improvements														Project ID:	
Agency: Transportation Authority of Marin														Plan Date:	22-Jul-04
COMMITTED FUNDING PLAN															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
SF Drake Blvd Widening	SF Drake Widening Envir local	50													50
SF Drake Blvd Widening	SF Drake Widening Design local		50												50
SF Drake Blvd Widening	SF Drake Widening Con RM2		330												330
US 101 Greenbrae IC	US 101 GB IC Ct PSR Design CT	50	50												100
US 101 Greenbrae IC	US 101 GB IC Envir RM2		3,533												3,533
US 101 Greenbrae IC	US 101 GB IC Design RM2				2,186	2,185	2,185								6,556
US 101 Greenbrae IC	US 101 GB IC Con RM2								37,423						37,423
US 101 Greenbrae IC	US 101 GB IC Con Eng RM2								1,436						1,436
Cal Park Hill Tunnel	Cal Park Tunnel PE & Envir BTA	550													550
Cal Park Hill Tunnel	Cal Park Tunnel PE & Env BTA & TE		2,171												2,171
Cal Park Hill Tunnel	Cal Park Tunnel Final Design RM2		519												519
Cal Park Hill Tunnel*	Cal Park Tunnel Con BTA & TE				1,187										1,187
Cal Park Hill Tunnel*	Cal Park Tunnel Con RM2				6,573										6,573
Cal Park Hill Tunnel*	Cal Park Tunnel Con TLC				1,500										1,500
Ferry Access Phase A	Ferry Acc Envir RM2 Phs A RM2		78												78
Ferry Access Phase A	Ferry Access RM2 ROW Phs RM2			500											500
Ferry Access Phase A	Ferry Access Design RM2 Phs A RM2		70	71											141
Ferry Access Phase A	Ferry Access Con RM2				430										430
Ferry Access Phase A	Ferry Access Con BCDC				400										400
Ferry Access Phase B*	Ferry Access Envir RM2 Phs B RM2													492	492
Ferry Access Phase B*	Ferry Access Desgn RM2 Phs B RM2													1,422	1,422
Ferry Access Phase B*	Ferry Access Con RM2 Phs B RM2													5,468	5,468
COMMITTED FUNDING TOTAL															
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
		650	6,801	571	12,276	2,185	2,185		38,859					7,382	70,909

Comments:

* When a mechanism is defined for maintenance the Transportation Authority of Marin will proceed with more specific plans to construct this element.

Enter only funds **Committed** to the project, including RM-2 funding. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - enter uncommitted funds in the Uncommitted Funding Plan.
Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

UNCOMMITTED FUNDING PLAN

t:/Traffic/Brock/CMA/D4/Gmbrac/PR/3-24-05.xls

Initial Project Report
RM-2
Total Project
TOTAL PROJECT FUNDING PLAN
(Amounts Escalated in Thousands)

Project Title: Marin US 101 Greenbrae Interchange / Larkspur Ferry Access Improvements														Project ID:	
Agency: Transportation Authority of Marin														Plan Date: 22-Jul-04	
TOTAL PROJECT: COMMITTED + UNCOMMITTED															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
SF Drake Blvd Widening	SF Drake Widening Envir local	50													50
SF Drake Blvd Widening	SF Drake Widening Design local		50												50
SF Drake Blvd Widening	SF Drake Widening Con RM2		330												330
US 101 Greenbrae IC	US 101 GB IC Ct PSR Design CT	50	50												100
US 101 Greenbrae IC	US 101 GB IC Envir RM2		3,533												3,533
US 101 Greenbrae IC	US 101 GB IC Design RM2				2,186	2,185	2,185								6,556
US 101 Greenbrae IC	US 101 GB IC Con RM2								37,423						37,423
US 101 Greenbrae IC	US 101 GB IC Con Eng RM2								1,436						1,436
Cal Park Hill Tunnel	Cal Park Tunnel PE & Envir BTA	550													550
Cal Park Hill Tunnel	Cal Park Tunnel PE & Env BTA & TE		2,171												2,171
Cal Park Hill Tunnel	Cal Park Tunnel Final Design RM2		519												519
Cal Park Hill Tunnel*	Cal Park Tunnel Con BTA & TE				1,187										1,187
Cal Park Hill Tunnel*	Cal Park Tunnel Con RM2				6,573										6,573
Cal Park Hill Tunnel*	Cal Park Tunnel Con TLC				1,500										1,500
Ferry Access Phase A	Ferry Acc Envir RM2 Phs A RM2		78												78
Ferry Access Phase A	Ferry Access RM2 ROW Phs RM2			500											500
Ferry Access Phase A	Ferry Access Design RM2 Phs A RM2		70	71											141
Ferry Access Phase A	Ferry Access Con RM2				430										430
Ferry Access Phase A	Ferry Access Con BCDC				400										400
Ferry Access Phase B*	Ferry Access Envir RM2 Phs B RM2													492	492
Ferry Access Phase B*	Ferry Access Desgn RM2 Phs B RM2													1,422	1,422
Ferry Access Phase B*	Ferry Access Con RM2 Phs B RM2													5,468	5,468
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
TOTAL PROJECT: COMMITTED + UNCOMMITTED FUNDING TOTAL															
		650	6,801	571	12,276	2,185	2,185		38,859					7,382	70,909

Comments:

* When a mechanism is defined for maintenance the Transportation Authority of Marin will proceed with more specific plans to construct this element.

Enter all funding for the project - both Committed and Uncommitted. Enter amounts in thousands and escalated to the year of funding

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Initial Project Report
RM-2
RM-2 Deliverable Segment
RM-2 DELIVERABLE SEGMENT FUNDING PLAN
(Amounts Escalated in Thousands)

Project Title: Marin US 101 Greenbrae Interchange / Larkspur Ferry Access Improvements														Project ID:	
Agency: Transportation Authority of Marin														Plan Date: 22-Jul-04	
RM-2 DELIVERABLE SEGMENT - Fully Funded Phase or Segment of Total Project															
Fund Source	Phase	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
SF Drake Blvd Widening	SF Drake Widening Envir local														
SF Drake Blvd Widening	SF Drake Widening Design local														
SF Drake Blvd Widening	SF Drake Widening Con RM2		330												330
US 101 Greenbrae IC	US 101 GB IC Ct PSR Design CT	50	50												100
US 101 Greenbrae IC	US 101 GB IC Envir RM2		3,533												3,533
US 101 Greenbrae IC	US 101 GB IC Design RM2				2,186	2,185	2,185								6,556
US 101 Greenbrae IC	US 101 GB IC Con RM2								37,423						37,423
US 101 Greenbrae IC	US 101 GB IC Con Eng RM2								1,436						1,436
Cal Park Hill Tunnel	Cal Park Tunnel PE & Envir BTA	550													550
Cal Park Hill Tunnel	Cal Park Tunnel PE & Env BTA & TE		2,171												2,171
Cal Park Hill Tunnel	Cal Park Tunnel Final Design RM2		519												519
Cal Park Hill Tunnel*	Cal Park Tunnel Con BTA & TE				1,187										1,187
Cal Park Hill Tunnel*	Cal Park Tunnel Con RM2				6,573										6,573
Cal Park Hill Tunnel*	Cal Park Tunnel Con TLC				1,500										1,500
Ferry Access Phase A	Ferry Acc Envir RM2 Phs A RM2		78												78
Ferry Access Phase A	Ferry Access RM2 ROW Phs RM2			500											500
Ferry Access Phase A	Ferry Access Design RM2 Phs A RM2		70	71											141
Ferry Access Phase A	Ferry Access Con RM2				430										430
Ferry Access Phase A	Ferry Access Con BCDC				400										400
Ferry Access Phase B*	Ferry Access Envir RM2 Phs B RM2													492	492
Ferry Access Phase B*	Ferry Access Desgn RM2 Phs B RM2													1,422	1,422
Ferry Access Phase B*	Ferry Access Con RM2 Phs B RM2													5,468	5,468
RM-2 SEGMENT FUNDING TOTAL															
		Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future Committed	TOTAL
		600	6,751	571	12,276	2,185	2,185		38,859					7,382	70,809

Comments:

* When a mechanism is defined for maintenance the Transportation Authority of Marin will proceed with more specific plans to construct this element.

(Complete this spreadsheet only if RM-2 funds are dedicated to deliver a specific phase or deliverable segment of the overall total project)

Enter funds on the RM-2 Deliverable Phase or Segment, ONLY if the RM-2 Phase or Segment is different from the overall total project. The RM-2 Segment must be Fully Funded and result in a operable or useable segment.

Enter only funds **Committed** to the RM-2 Funded Segment and only if different from Total Project. Enter amounts in thousands and escalated to the year of funding. DO NOT enter uncommitted funding - The RM-2 Phase or Segment must be fully funded.

Eligible Phases: ENV (or PA&ED), PS&E, RW or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Initial Project Report
RM-2
RM-2 FUNDING EXPENDITURE PLAN
(RM-2 Funds Only)

(Amounts Escalated in Thousands)

Project Title: Sir Francis Drake Boulevard Widening													Project ID: 11.2	
Agency: Transportation Authority of Marin													Plan Date: 03-Mar-05	
RM-2 EXPENDITURE PLAN														
RM-2 Expenditures	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
ENV/PA&ED														
PS&E														
R/W														
CON	330													330
	Prior	2004-05	2005-06	2006-07	2007-08	2008-09	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	Future	TOTAL
RM-2 EXPENDITURE PLAN TOTAL														
	330													330

Comments:

Provide the expected RM-2 expenditures – by phase and year. (This is the amount of the allocation needed for that fiscal year to cover expenditures through June 30th of that fiscal year).

Enter RM-2 amounts in thousands and escalated to the year of funding. The total amount cannot exceed the amount identified in the RM-2 legislation.

Eligible Phases: ENV (or PA&ED), PS&E, R/W or CON. For planning activities use ENV. For Vehicles, Equipment or Operating use CON. OK to use CT R/W SUP or CT CON SUP for Caltrans support, but not necessary (optional).

Belvedere: March 24, 2005
Jerry Butler

Corte Madera: Jit Pandher
Melissa Gill Project Manager

Fairfax: Department of Transportation, District 4
Lew Tremaine 111 Grand Avenue P.O. Box 23660
Oakland, CA 94623-0660

Larkspur: Re: Marin 101 HOV Gap Closure Project/Sir Francis Drake Boulevard Widening
Joan Lundstrom Regional Measure 2 Project

Mill Valley: Dear Mr. Pandher:
Dick Swanson

Novato: Thank you for your work to assist us with implementing the Sir Francis Drake
Pat Eklund Boulevard widening project.

Ross: As we discussed, TAM desires to add this project to Segment 2 of the Marin 101
Tom Byrnes HOV project and requests Caltrans to prepare an appropriate agreement or an amendment to the Marin County Congestion Management Agency/Caltrans Financial Contribution Agreement (District Agreement No. 4-1938-C), to add construction of the Sir Frances Drake Boulevard widening project.

San Anselmo: As we discussed, the City of Larkspur is preparing construction plans for this
Peter Breen project that will be provided to you. TAM will provide up to \$325,000 in RM2 construction funds for the effort.

San Rafael: As we discussed, the City of Larkspur is preparing construction plans for this
Al Boro project that will be provided to you. TAM will provide up to \$325,000 in RM2 construction funds for the effort.

Sausalito: TAM intends pursue an allocation of RM2 funds from MTC at their April 27, 2005
Amy Belser meeting. TAM can approve an agreement or amendment at April 28 meeting.

Tiburon: TAM intends pursue an allocation of RM2 funds from MTC at their April 27, 2005
Alice Fredericks meeting. TAM can approve an agreement or amendment at April 28 meeting.

County of Marin: Sincerely,
Susan Adams
Hal Brown
Steve Kinsey
Charles McGlashan
Cynthia Murray

Craig Tackabery
Executive Director

c: TAM Greenbrae Corridor Subcommittee (Commissioners Boro, Brown, Kinsey, Gill, Lundstrom)
Hamid Shamsapour, Larkspur Public Works Director